Regional Municipality of Ottawa-Carleton Planning Department July, 1984

official plan review

DISCUSSION PAPER

REGIONAL DEVELOPMENT STRATEGY

PUBLIC CONSULTATION REPORT :

STAFF RESPONSE TO BRIEFS RECEIVED AT 29 MAY 84 PUBLIC HEARING

ADDENDUM

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24 July 84

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INTRODUCTION

On the 26 of June 1984, the Region's Planning Committee received a four volume report with respect to public consultation on the Regional Development Strategy consisting of:

Briefs Received at 29 May 84 Public Hearing
Volume 1: Municipalities

Briefs Received at 29 May 84 Public Hearing
Volume 11: Agencies, Interest Groups, Etc.

Briefs Received at 29 May 84 Public Hearing
Volume 111: Individuals

Staff Response to Briefs Received at 29 May 84 Public Hearing

This addendum contains those staff responses not included in the material published in June 1984 and also clarifies a few points as published in June 1984.

Note:

References to "the report prepared by the Transportation Department" in this addendum (and in the Staff Response to Briefs Received at 29 May Public Hearing), mean the Transportation Component of the Regional Development Strategy published by the Transportation Department in May 1984.

MUNICIPALITIES

Gloucester City of

2. This annotation refers to the first sentence of point 2.1 on page 13 of the Briefs Received at 29 May 84 Public Hearing - Volume 1: Municipalities.

7. Reference to "Blackburn Community Association et al" should read "East End Community Association".

10. Our Sewer By-Law No. 3 of 1984 is in effect addressing Gloucester's concerns.

11. The Greens Creek Pollution Control Centre expansion is being designed by MacLaren Consulting Engineers. The Consultants' analysis includes the effect of the proposed expansion on the water quality of the Ottawa River and an evaluation of the outfall suitability.

Kanata, City of

1-4 Reference in the second sentence to "the Community Associations brief" means the "Kanata Community Associations".

13. The first paragraph under point 13 actually refers to point 11.

AGENCIES, INTEREST GROUPS, ETC.

Campeau Corporation

1. Reference is made to "simultaneous" development of several communities outside the Greenbelt. The Transportation Department report supports this premise, however, limits it to three communities (east, west, and south).

   The comment regarding a reduction of traffic congestion within the Greenbelt is not necessarily valid. Additional employment in the urban communities would lessen the magnitude of impact that the new residential areas would have on the urban lands within the Greenbelt. A new area with a high employment level, however, would not likely reverse commuter trends or reduce the congestion. This issue is addressed in the Transportation Department report, pages 62-64.

2. Reference to the transportation problems in the Central Urban Area as being generated by Kanata and Orleans is not currently valid. Kanata and Orleans are only two sources of the problem. The major problems occur more as a result of the centralized employment patterns and related travel. The congestion along the Queensway, however, would be aggrevated should development be confined to the east and west (Orleans and Kanata) with no development to the south.

5. The capacity problems to the north from a South Urban Community in Gloucester could be more pronounced than for the area in Nepean. It is to be noted that from South Gloucester, limited road capacity is available to which the traffic can reasonably be distributed. The distribution of traffic from South Nepean onto Highway 416 is such that it will not aggrevate congestion on the Queensway. Much of this is due to the planned addition of one traffic lane per direction on the Queensway.

6. This annotation refers to the second sentence of the last paragraph on page 155 of the Briefs Received at 29 May 84 Public Hearing - Volume 11: Agencies, Interst Groups, Etc.

7. See point 5 above.

8. See point 5 above.

9. The Reference to spare capacity on the road network between South Gloucester and Ottawa is not totally valid. Most of this capacity is on roadways that have little or no relevance to the area in question (such as Hawthorne Road). River and Limebank Roads are specifically mentioned as examples, however, these roads merge to become Riverside Drive, which in itself has capacity problems further north. The reference of using a Leitrim Road and Albion Road connection is also not valid as that would experience similar capacity problems north on Bank Street.

   The Leitrim-Ramseyville Screenline is also not a good indicator for capacity as it includes facilities outside of the indicated growth areas. It also indicates capacities in the immediate vicinity, and does not reflect traffic problems to the north.

   The addition of two lanes to Riverside Drive south of Hunt Club Road is referenced on page 10. This would provide a capacity improvement that would be immediately adjacent to the community and does not apply further north.

10. See point 9 above.

11. See point 9 above.

12. Although there are no significantly different physical hurdles to extending the transitway system to a South Urban Community from either Hunt Club or the Baseline Station, over and above those encountered in extending the system to Kanata or Orleans, the question arises as to whether one or two transitways would be required to provide such a community with a transit level of service comparable to that in Kanata or Orleans.

    If the community is entirely located west of the Rideau River then one transitway (extension of the existing South-west) comparable in cost and service level to those to Kanata and Orleans would suffice. Should a significant proportion of such a community be located east of the Rideau River, it would appear likely that a second transitway (extension of the Southeast) with its additional capital and operating costs would be required.

    Linking the two transitways across the Rideau River does have some merit from the very long term planning perspective and suggests that the planning for this area should be suitably flexible to accommodate such a future facility. To put this into some perspective, however, other established areas would have a higher priority for transitway systems expansion.

East End Community Association

1. Due to the complex nature of the projects listed, it is not physically possible to advance the timing of completion for stage 1 of the transitway to be earlier than 1987. While the current programme sees the completion of the East Transitway to Blair Road by 1990, this staging is re-examined annually and may be advanced if funding allows.

2. See point 1 above.

3. See point 1 above.

4. Studies and work on the subject is underway with widenings planned as far east as Alta Vista Drive. A further study is also underway regarding the Downtown Queensway Corridor and collector-distributor system.

5. The Blackburn Hamlet Bypass and Nicholas/Industrial links have already been considered. Also identified in the Transportation Department's report is a possible additional route linking further south to tie into either Walkley or Hunt Club Roads near Highway 417.

7. The answers to these questions are fundamental to the growth strategies before decisions can be made. This is discussed on page 63 of the Transportation Departments report.

8. The basic premise adopted in the brief that subways or LRT are more efficient is not valid for Ottawa-Carleton. This issue has been addressed on numerous occasions by Regional Council, most recently on 28 Apr 82, when a joint report from the Director Transportation Planning and the General Manager, OC Transpo, dated 8 Dec. 81, entitled Transitway Technology Update was presented. The related issues raised in the brief were also discussed in the report.

   The conclusions presented in the report were as follows:

   (1) The capital cost of a tramway based system would be $163 million or approximately 50% more than a busway based system in 1981 dollars.

   (2) The annual operating cost of a tramway based system would be $15 million or approximately 20% more than a busway based system in 1981 dollars.

   (3) The total annual cost (capital and operating) of a tramway based system would be $25 million or approximately 30% more than a busway based system in 1981 dollars.

   (4) The rate of increase in the cost of diesel fuel would have to be fifteen times the rate of increase of electrical power before the annual cost of the two systems would be the same. In other words, the choice of technology should not be influenced by the cost of energy.

   (5) A trolley bus based system would offer a lower level of service than a diesel bus based system and would have no economic advantage.

Although the capital and operating costs for both modes have risen since 1981, the relative percentage differences between them have not changed significantly.

9. See point 8 above.

10. See point 8 above.

Kanata Community Associations

1. It is precisely because a third of the employment is concentrated in the Central Area that a substantially superior level of transit service to this area than that to other employment areas is possible. Provision of direct high frequency service between virtually any neighbourhood and the Central Area is possible because sufficient potential demand exists to fully utilize the bus capacity provided by such service. Under the existing or any future employment distribution, the potential demand between any individual residential area and non-central area employment is insufficient to provide equally high quality direct transit service and by necessity will incur transferring. The challenge here to transit planners is the development of a transit system that:

   (1) Provides high frequency express-like services to an individual, or chain of employment areas where the total potential demand from most other areas is sufficient to fully utilize the capacity offered by such services.

   (2) Locates these services to maximize transfer opportunities to them from other services from residential areas.

   (3) Reduces transfers to a maximum of one per trip.

   (4) Piggy-backs the residential trip onto service oriented to the Central Area.

   (5) Achieves the above without significantly degrading the transit level of service to the other users.

   This approach to route structuring is an ongoing practice of the Transit Commission and in the environment of increasing transit ridership provides continuing opportunities to increase the extent of such services. These opportunities can be significantly further enhanced by both placing a heavier emphasis on the provision of convenient transfer facilities at key locations and the appropriate planning of roadway access to new employment areas.

2. A Park and Ride Programme is currently underway with a view to having at least one pilot facility operational for this winter.

3. This is a noble objective, but does not reflect today's economic reality.

   It is currently considered that a higher rate of municipal expenditure would exceed publicly acceptable levels of local taxation.

   Even if a municipal commitment to a faster implemenation of the transitway system was forthcoming, it is highly unlikely that the necessary provincial funding component (currently 75%) would be made available.

7. The definition of Inner Ring Road and Knoxdale-Hunt Club Road is incorrect as these are two entirely separate facilities. The reference here should be made to the Hunt Club Arterial.

   The additional lane on the Queensway is being planned for by the Province in conjunction with Highway 416 construction.

   The Outer Ring Road has been studied in the past although an alignment has not yet received Council's approval and its need is not seen until the urban communities approach maturity.

New Edinburgh Community Association

1. This point refers to the second last paragraph on page 217 of Briefs Received at 29 May 84 Public Hearing - Volume 11: Agencies, Interest Groups, Etc.

Regional Community Association of Notre Dame Des Champs

7. We have no proposal to take an existing watermain along the Tenth Line Road out of service. It is the intention of the Works Department to extend a 600 mm watermain from the elevated tank along Innes Road to the existing 600 mm watermain east of Mer Bleue Road. As future demand dictates, a 406 mm watermain will be connected to the 600 mm at Innes Road. This watermain will be extended through the proposed industrial area along Mer Bleue Road and connect to the existing 406 mm.

INDIVIDUALS

Sinha, Dr.

1. The Barrhaven community could expand westward to integrate with Bridlewood. This concept has merits through looping of water systems and has received consideration during the early 1970's. We do not, at present, plan for such development.

   The distribution system to the Notre des Champs area will be further strengthened with the installation of a 306 mm watermain along Navan Road southerly from Kemp Road to the existing 306 mm on Navan Road. We do not propose to install services east of Mer Bleue Road at this time.

Sinha, Mrs. M.

2. The sewer and water services to the Barrhaven Community are at capacity. In order to allow for future growth in the South Urban Community, regardless of the direction, it will be necessary to budget for the following works. The West Rideau Collector must be extended southerly to meet the Nepean Sewer System.

   Servicing of the Barrhaven Community cannot be treated in isolation. The South Urban Community has a Gloucester component which must be serviced as well. The most economical means of providing sewer services to Gloucester is by way of a river crossing and the construction of the first phase of the Mosquito Creek Collector to serve development in Gloucester. The cost of the installation of the West Rideau Collector in Nepean and the river crossing to Gloucester is estimated at $15 million. Additionally, construction of 24,500 feet of 120 inch diameter of the South Ottawa Collector Sewer between Russell Road and the Greens Creek Treatment Plant will be necessary at an estimated cost in excess of $25 million.

Immediate improvements to the water distribution and pumping systems in the Barrhaven Community are required for all existing and approved plans of development at an estimated cost of $1.5 million.

Growth to 39,000 persons would require expansion to the water distribution and pumping systems at an estimated cost of $9.0 million. The above required expansions in water and sewer services would keep development entirely north of Strandherd Road. Future development beyond 39,000 people in the South Urban Community, within the confines of the Regional Official Plan will cost a further $69 million for expansion of the water and sewerage systems.